

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,173 號三十七百一千五萬一第 日三十月十年二十三緒光 HONGKONG, WEDNESDAY, NOVEMBER 28TH, 1906. 三拜禮 號八十二月一十年六零百九千一英港幣 PRICE, \$3 PER MONTH.

"BULL DOG" BRAND.
GUINNESS STOUT
AND
LIGHT ALE
IN QUARTS, PINTS AND SPLITS.
Bottled by the well known firm of
ROB. PORTER & CO. LD.

SOLE AGENTS:
A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS. [1180]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.50 per cask or Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. [1223]

A TACK & CO.,
26, DES VOUX ROAD CENTRAL.

HAVE Just Unpacked a large Assortment
of Ladies' and Gents'.

BOOTS AND SHOES:
ALSO
SHIRTINGS, FLANNELS and SUITINGS
OF THE LATEST DESIGN.

PRICES VERY MODERATE.

Inspection of our New Stock of Goods is
respectfully Solicited.

Hongkong, 28th September, 1906. [39]

ANNUAL CLEARANCE SALE.
FROM 1ST TILL 30TH NOVEMBER.

CHINESE, JAPANESE AND INDIAN
SILKS, CLOTHES, CANTON LINES,
EMBROIDERIES, SHAWLS, LACES,
CARPETS, RUGS, TAPESTRY, FANCY
BARGAINS!
BARGAINS!
BARGAINS!

Kindly note that the above Articles are suit-
able for presents for Christmas and New Year.
Inspection earnestly solicited.
D. CHELLARAM,
2, D'AGUIER STREET.
Hongkong, 1st November, 1906. [2018]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag-W. J. W. KEW,
Manager,
Hotel Macao, 3rd Floor.
Hongkong, 8th August, 1906. [1712]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9.00 p.m., 9.45 to 11.15 p.m.,
every 1 hour.
Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Vaux
Road Central.
JOHN D. HUMPHREYS & CO.,
Liquidators.
Hongkong, 27th August, 1906. [1824]

DENTAL SURGEON,
G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.

3RD FLOOR, HOTEL MANSIONS,
PEDDER STREET.
[1581]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, Special—The finest of all "Fog" WHISKIES at ... \$13.00
5 Star, Special—The finest of all "Fog" WHISKIES at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavour.
Once tried, preferred to all others. Sole Agents for Hongkong
1137 **F. BLACKHEAD & Co.**

LANE, CRAWFORD & CO.
TAILORING DEPARTMENT.
NEW SEASON'S GOODS
FOR AUTUMN AND WINTER

JUST ARRIVED
MATERIALS of the VERY LATEST and MOST FASHIONABLE DESIGNS,
Consisting of—
SCOTCH and CHEVIOT TWEEDS, ANGOLAS, FLANNELS, LLAMAS,
CASHMEREES, VICUNAS, BLACK and BLUE SERGES, COVERTS, ULSTER-
INGS, OVERCOATINGS, VESTINGS, TROUSERINGS, BREECHES, CLOTHS,
&c.
SPECIAL LINES IN DRESS SUITINGS
FIT AND STYLE GUARANTEED.

All Orders receive the most CAREFUL and PROMPT attention and are executed under
the direct personal supervision of our Cutters, and by OUR OWN WORKMEN ON
THE PREMISES.

LANE, CRAWFORD & CO.
Hongkong, 17th November, 1906. [1233]

HIRANO.
THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.
AGENTS: **F. BLACKHEAD & CO.**
Hongkong, 16th August, 1905. [1588]

JUST LANDED.

A SHIPMENT OF

SIR ROBERT BURNETT & CO.'S CELEBRATED

"OLD TOM" & "DRY" GINS.

PER CASE OF 12 BOTTLES ... \$5.00
(has 10% discount).

CALDBECK, MACGREGOR & CO.,

WINE MERCHANTS,

HONGKONG, SHANGHAI SINGAPORE,

TIENSTIN, PENANG, LONDON & GLASGOW.

Hongkong, 15th November, 1906. [1234]

THE LAHMEYER ELECTRICAL CO., LD.
LONDON.

THE FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [1235]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1816.

	Per Case.
BRANDY * * * *	\$21.50
" * * *	19.00
" * *	16.00
WHISKY, PALL MALL	19.00
" JOHN WALKER & SONS'	
OLD HIGHLAND	12.00
" C. P. & CO.'S SPECIAL	
BLEND	10.00
PORT WINE, INVALIDS	19.00
" DOURO	13.00
SHERRY, AMOROSO	19.00
" LA TORRE	15.25
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

[1236]

"BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE,
making it for playing purposes as good as new.

Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS

THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can
be had on application from the Office of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

Hongkong, 6th April, 1904.

[798-2]

JAPAN COALS.

mitsui BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SUBURGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, Ice House Street.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Swatara, Manila, Amoy, Shanghai,
Canton, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Korai, Nagasaki, Ku-
chinctsu, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kama's, Fujinomiya, Mameda, Manneura, Onoura
Otsuji, Sasebura, Tsubakuro, Yoshinotani, Yoshio, Yuzokihara, and other Coals.
112 **S. TANAKA, Manager, Hongkong.**

10 PER CENT DISCOUNT.

IN consequence of the favourable Exchange now ruling, we beg to Notify our Patrons
and the Public Generally that, until further notice, OUR PRICES FOR WINES
AND SPIRITS WILL BE REDUCED 10 PER CENT, as from the 1st NOVEMBER.

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th November, 1906. [2099]

KELLY & WALSH, LD.

THE COMPANIES ORDINANCE

OF HONGKONG WITH INTRO-

DUCTION, NOTES AND AN INDEX,

by J. W. Lee-Jones ... \$10.00

LEGAL WORKS, BY SIR FRANCIS

PIGGOTT.

THE IMPERIAL STATUTES APPLICABLE

TO THE COLONIES, 2 Vols. ... \$5.50

FOREIGN JUDGMENTS AND PARTIES

OUT OF THE JURISDICTION ... \$16.00

SERVICE OUT OF THE JURISDICTION ... 8.00

PRINCIPLES OF THE LAW OF TORTS ... 12.00

EXTRATERRITORIALITY, CONSULAR JURIS-

DICTION AND RESIDENCE IN

FOREIGN COUNTRIES ... 12.50

LETTER TO THE "TIMES" ON BEHREING

SEA ARBITRATION ... 1.50

CHILDREN'S ANNUALS,

BOY'S OWN, GIRL'S OWN, CHUMS,

CHATTERBOX, LITTLE FOLKS,

IC-PEP, TINY TOTS, SUNDAY, &c.

LANG'S NEW FAIRY BOOK.

THE NEW GOLLIWOGG BOOK.

CHRISTMAS NUMBERS OF THE

ILLUS. PAPERS.

CONISTON, BY WINSTON

CHURCHILL ... \$2.25

SOPHY OF KRAVONIA, by Anthony Hope ... 1.75

THE WHITE PLUMES OF NAVARRE, by

E. R. Crockett ... 1.75

DRENCHBURY, by Pierre Loti ... 1.75

I WILL REPEAT, by Barbara Orrey ... 1.75

HER GRACE AT BAY, by Hester Hill ... 1.75

THE CRUISE OF THE DAZZLER, by Jack

Oxenham ... 1.75

SILAS STRONG, by Irving Bacheller ... 1.75

THE CALL OF THE BLOOD, by E. Hichens ... 1.75

A PRINCESS OF VASCOVY, by John

Oxenham ... 1.75

THE COUNTER-SHOOT, by A. Pratt ... 1.75

PRISONERS, by Mary Cholmondeley ... 1.75

THE CAR OF DESTINY, by G. N. &

A. M. Williamson ... 1.75

OUT OF THE RUNNING, by A. & C. Aikew ... 1.75

THE SHADOW OF THE LORD, by Mrs.

Hugh Fraser ... 1.75

MORLEY'S LIFE OF GLADSTONE;

Cheap Edition, 2 Vols. \$7.50

THE NEWEST DESIGNS IN XMAS

CARDS FOR PRIVATE GREETINGS

RICE PAPER CARDS WITH PIGGIN

ENGLISH VERSES.

JAPANESE HAND PAINTED CARDS.

FANCY CALENDARS. [1231]



TRADE MARK

[1232]

[1233]

[1234]

[1235]

[1236]

[1237]

[1238]

[1239]

[1240]

[1241]

[1242]

[1243]

[1244]

[1245]

[1246]

[1247]

[1248]

[1249]

[1250]

[1251]

[1252]

[1253]

[1254]

[1255]

[1256]

[1257]

[1258]

[1259]

[1260]

[1261]

[1262]

[1263]

[1264]

[1265]

[1266]

[1267]

[1268]

[1269]

[1270]

[1271]

[1272]

[1273]

[1274]

[1275]

[1276]

[1277]

[1278]

[1279]

[1280]

[1281]

[1282]

[1283]

[1284]

[1285]

[1286]

[1287]

[1288]

[1289]

[1290]

[1291]

[1292]

[1293]

[1294]

[1295]

[1296]

[1297]

[1298]

[1299]

[1300]

[1301]

[1302]

[1303]

[1304]

[1305]

[1306]

[1307]

[1308]

[1309]

[1310]

[1311]

[1312]

[1313]

[1314]

[1315]

[1316]

[1317]

[1318]

[1319]

[1320]

[1321]

[1322]

[1323]

INTIMATION.



A. S. WATSON & CO.,
LIMITED.

REDUCED PRICES.

WE beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. THE REDUCED PRICES which take effect from the 15th INSTANT WILL BE FOUND TO COMPARE FAVOURABLY WITH THOSE OF OTHER STORES IN THE COLONY WHETHER EUROPEAN OR CHINESE.

We have also just issued separately a New Wine List with Prices based on rate of Exchange now ruling. Reference to which will show that SUBSTANTIAL REDUCTIONS have been made.

ALL PRICES ARE NOW STRICTLY NET.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 28th November, 1906. [30]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Pines, Orders A.S.W. 20th Ed. Liberator.
P.O. Box, 33. Telephone No. 12.

BIRTHS.

On November 23rd, to Mr. and Mrs. F. M. Brooks, Shanghai, a son.
On November 23rd, at Shanghai, to CHARLES and ELSA KREYER, a son.

DEATHS.

On October 20th, at Exmouth, Devon, THOMAS ARNOLD, aged 63 years. (2173)
On November 22nd, at Shanghai, BENNET MORTIMER THOMAS.
On November 22nd, at Shanghai, JOHN L. ARNOLD, St. George's.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 28th, 1905

The adage that every quarrel has two sides to it is inadequate, especially as it is often adapted to questions under debate, as well as to disputes. For general use in the debating sense, it would be better to remember it as meaning that every subject of debate has as many facets as a diamond; it may be that it has more. We have been struck by an article in the *Manila Call* dealing with European and American objections to Chinese coolie labour, which article goes deeper than the average American writer in the neighbouring islands usually seems to venture. Yet we want to suggest, with all possible respect for our contemporary's analytical effort, that the subject of Chinese exclusion has still deeper depths it might have plumbed; or, returning to our opening platitude, that there are other facets deserving study. Notably, preliminary that the prejudice against Chinese cheap labour is not confined to American workmen, but that in Australia, South Africa, and in England itself the attitude towards it is much the same, our contemporary thinks to lay bare the real significance of all exclusion laws and ordinances by postulating that "the Western labourer is fighting to maintain

his standard of living, his type of civilization against the standards of the Orient and the Asiatic manner of living." Here seems a sufficient text on which to issue the invitation, "Come, let us reason together," but we may as well quote the rest of the passage.

"In order to compete with the coolie in the open market the Western labourer must be able to subsist on the same cheap food and live in the same humble dwellings that suffice for the Oriental. To compete on these conditions, means the surrender of the Western manner of living and all that is most highly esteemed in Western civilization. So that the real struggle is broader than even national policies and economic convenience. It is as deep as civilization itself. It is the young against the old, the West against the East, the modern against the ancient. The struggle is inevitable, four-square and will be without quarter. All the present exclusive acts are makeshifts and only postpone for a time the greatest crisis."

Our contemporary goes on, retaining its not absolutely impregnable premise that the standards and ideals of the West are so far a yard, to argue that the West must not only conserve its own standards (as the Chinese wish to do) but that in addition, missionary ways it is its duty to foist them on the East. Before its eyes it sees death rates and birth rates, commercial prosperity and luxury, as of positives in themselves, rather than as concomitants of a goal. The immediate question is whether good social shooting requires constant aiming at the "bull's eye," or whether these other sections of the target will be sufficient when the scoring comes to be reckoned. It is here, of course, that the sparkle of many facets should attract attention. There is even some vagueness as to the precise locality of the bull; or to suggest a quotation with which all Americans are familiar, there is an evident uncertainty which star we must hitch our waggon to, one comparatively low down and accessible, or the one highest in the zenith. Even those ideals or standards of living referred to by our contemporary are less immutably defined than it appears to assume. What is the standard of the American or British labourer, especially of those labourers who subscribe to send missionaries to induce the Orient to change its standards? Have they not more than one? When they study and admire the Simple Life of THOREAU and of pure Christianity, and elect to send missionaries to educate the Chinese or Japanese, they forget that simplicity and contentment are inevitable concomitants for the masses they would instruct. When they pass laws to exclude those who would come amongst them as living and practising exponents of simplicity and meekness, do they not set up another standard, vastly different and more sincerely striven for, than the nominal one which inspires their proselytizing zeal? A standard is essentially something unique. No man can live up to two standards; none can cut his coat by two patterns. Yet that is what christianity seems to be attempting. With the formula of one standard in mind, simplicity, contentment, happiness, they invade China with their programme of education, having first, it must be admitted, tasted their own medicine. Our contemporary admits that the coolie's tastes are too simple, his food too cheap, to admit him to compete with white workmen. Then the standard of living of the white workman cannot be that under which he sends forth missionaries to the heathen. It must be one involving "extras." We know too well that it is so.

The European education of the masses has run to imitation luxuries, to artificial needs, such as cheap blouses and tinned pineapple. The standard of living of the civilized proletariat requires that the appearance of plutocratic refinement must be maintained. This involves cheapness, which in turn involves sweating, and so at the last, after all our well-meaning efforts to lift the masses, we find a submerged tenth living practically on the same bare level as the coolie, so far as simple essentials are concerned, but with the supererogatory embarrassment of a false standard of living, one that cannot be lived up to. Yet we continue to send emissaries to preach the blessings of civilization to the Oriental coolie, and our own state is so purlous that when he talks of stepping in to see how we do it, we have to bar him out. It is impossible in a few words to demonstrate the hideous tangle we are in, the muddle we have made of our reform work. We have come to regard the word "education" as blessed, like the word "Mesopotamia," but we are not educating the masses to be happy. As a recent writer has it, we look to education to enable us to beat Germany in business. It has led us so far away from our nominal ideal, our pseudo-standard of living, that we have recently been trying to divorce our schools from our ethics. But both America and Britain still believe in simplicity and contentment—for others, and the stream of

missionary teachers flows on to China. The coolie missionary who would come to them to live it, as well as teach it, has to be driven off. There is an International Society for the Protection of Workmen, which wants, inter alia, to abolish the use of white phosphorus in the manufacture of matches. Both Great Britain and Sweden, represented at the conference, declined to bind themselves to forbid it, whereupon another contemporary lucidly remarks:

"Unfortunately in this case the general interest of the state does not entirely coincide with that of the individual—the workman; and in this conflict, as generally happens, the weakest goes to the wall. The workman will for the time being still be sacrificed to the state as representing the interests of national industry which are not always in accordance with those of the workers."

And it goes on to say, attracted as usual by the Mesopotamian fascination of a thrice blessed word:

"Not until the proletariat is better educated will it be able to participate directly in the government of the state and enforce the consideration of its interests in national agreements."

So the civilized standard of living requires popular education, and even at the service of "the general interest of the state," including the match trade, we must go on giving it, free. Free! The blessing is compulsory—and we are intent on compelling the coolies of other lands to swallow it too. The Chinese and Japanese make matches, of a sort, without killing their proletariat with white phosphorus or Chicago canned chow, and we read that a match combine is being arranged to compete with them. The missionaries claim as one of their merits that they help to push foreign trade. No doubt they will help to push this. Then, when the coolie match-maker's occupation is gone, he will want to emigrate, and may be go to work where they make matches with white phosphorus. Happily they won't let him in. He would live—and die—making matches far too cheaply and so cheat his teachers' nationals of their inalienable privilege.

Here we stop, having suggested the possibility of the many other facets of this Chinese coolie question. That is all we set out to do. We have no advice to offer. We leave to our contemporary or to others, after reminding them of the complications, the task of unravelling.

The *Sun Cheung*, sunk alongside the Lung Wing wharf, has been raised and towed to Yantai.

The hull of the *Hongkong* has been so badly injured that she is not expected to leave the dock for about six weeks.

Mr. Pullman, President of the Sleeping Car Company, is being prosecuted on charges of having given passes to officials as bribes.

Yesterday we were surprised to receive another plague report. It was the 812nd case for the season, and it was discovered at Sha po, Kowloon City.

Mr. R. E. Ballios, barrister, has been asked to stand as Conservative candidate for the Walworth division. He failed to get the seat for West Northington.

There will be a salute of 21 guns at 12 Noon on Saturday, the 1st prox., in honour of the anniversary of the birthday of Her Majesty Queen Alexandra.

It is reported from St. Petersburg that it is believed in financial circles there that Count Witto during his European tour negotiated for a loan of £50,000,000 on the security of the national railways.

In order to meet the continued demand for the *Daily Press* Illustrated Typhoon Pamphlet, another Edition has been printed and copies are now obtainable from the *Daily Press* Office or from the local booksellers.

The third and last practice dance for St. Andrew's Ball took place yesterday and was again largely attended. The reels and strathspey went with a better swing than before, and there is little doubt that the ball on Friday night will be as brilliant and as successful as its predecessors.

The *N.C. Daily News* says: Mr. H. I. Harding of the Consular Service has been transferred from Shanghai to Canton. His departure will be a loss to Shanghai where he has many friends. These, however, will congratulate him on his promotion and will follow his career in the Service with keen interest.

Work in connection with the salving of the French destroyer *Fronde* is proceeding satisfactorily. All visible apertures in the hull are said to have been tightened, and small cofferdams built round the hatches through which pipes will be conveyed for the purpose of pumping water out of her.

A meeting of His Majesty's Justice of the Peace was held at the Magistrate's yesterday afternoon to consider applications from Samuel Jones for a publican's licence to retail intoxicating liquors at the Praya East Hotel, and from P. Wissing for the German Tavern. Mr. P. A. Hazledar presided, the other Justices present being Mr. C. D. Melbourne, Hon. Captain F. J. Bailey and Mr. R. H. A. Craig. As no objection was raised to either application, both were granted.

The *ss. Eastern* arrived in port from Kobe last night with eleven through passengers.

The return of visitors to the City Hall Library and Museum for the week ending the 25th November, 1906, shows that of non-Chinese there were 239 to the Library and 183 to the Museum; and of Chinese 140 to the former and 2825 to the latter. The Library was therefore, used by 440 persons and the Museum by 3,008.

There was a large, active attendance at the London Missionary Society Chapel, Hollywood Road, last night, to hear Mr. J. G. Alexander, hon. secretary of the Society for the Suppression of the Opium Trade, discourse on the evils of that trade. The speaker told of the findings of the Indian Commission; of the unfavourable impression it produced on people at home, and how missionaries were always foremost in proclaiming the greatness of the evil. Then he spoke of a series of events, which he contended, pointed to the abolition of the traffic, and concluded by exhorting his hearers to use their best endeavours to suppress it.

TWO TYPHOON HEROES.

We understand that efforts are being made to secure public recognition of the gallantry and heroism displayed by Mr. E. H. Granger, chief officer of the *Hongkong*, and Mr. Alex. Harvey, second engineer, when that vessel stranded during the disastrous typhoon. The former volunteered to go ashore with a line which he succeeded in doing, although much bruised by being buffeted and knocked by the heavy seas against the rocks. His noble example was followed by Mr. Harvey, and between them they secured the ropes by which the passengers were taken off the steamer. As many were washed from the ropes both men were busy in the water rescuing those in danger of drowning.

DEATH OF MR. THOMAS ARNOLD.

We deeply regret to learn that news reached the Colony by yesterday's mail of the death of Mr. Thomas Arnold, who for over twenty-two years ably filled the position of Secretary of the Hongkong, Canton and Muscovy Steamboat Company, Limited. Mr. Arnold was previously with the firm of Augustus Heard & Co., (now defunct) and later established himself in the Colony as a public accountant and even during his long connection with the Steamboat Company Mr. Arnold's name figured on the yearly balance sheets of several local companies as an auditor. He was widely respected in the Colony, and when a year ago failing health obliged him to resign the Secretaryship of the Steamboat Company and leave the East, the Company marked their appreciation of his long and faithful service by granting him a year's pay as retiring allowance. Mr. Arnold had resided in the Colony since 1872. He died at Exmouth on October 20th, his age being 63.

POLICE COURT.

Tuesday, November 27th.

BEFORE MR. F. A. HAZLEDAR (FIRST POLICE MAGISTRATE).

TYPHOON EXPENSES.

The Harbour Master proceeded against the owner of the steam launch *Yul Sun* to recover the sum of \$1,250, being expenses incurred in raising the launch which was sunk in the waters of the Colony by the typhoon.

Mr. G. E. Morrell (of the Crown Solicitor's office) appeared to prosecute; but, as defendant did not appear, the case was remanded till Friday.

STRAYING CATTLE.

Another fine was added to the long list recorded against Poor Buz, the Kowloon herdsman, who apparently keeps an unruly mob of cattle. For allowing them to stray on the public roads of the Peninsula he was mulcted in the sum of \$15.

A "SLAVE" FROM SOUTH AFRICA.

A coolie recently returned from South Africa went into an eating house at Queen's Road West on Monday night, had a meal, and tried to evade paying for it. He was handed over to the police, and Inspector Collett charged him with obtaining a meal by fraud.

Defendant told his Worship he refused to pay because he had eaten only 3½ cents' worth, and they wanted to charge him 75 cents. The Magistrate sent him to jail for three weeks.

SHIPWRECKED HONGKONG EXILE.

Wong Piu appeared to answer a charge of returning from banishment. He said he was wrecked in the typhoon, picked up by a passing junk and brought on to Hongkong. He knew he should not be here; but, as he was, he decided to stay until he could earn enough money to leave the Colony.

His Worship committed him to prison for twelve months, and ordered him to be exposed in the stocks for four hours.

THE KOWLOON MURDER.

The trial of Wong Kin for the murder of Au Yung-chung in a pork butcher's shop at Elgin Road, Kowloon, was concluded.

After hearing further evidence his Worship committed the defendant for trial at the Criminal Sessions.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

REFUSING TO PAY HIRE.

An Arabian quartermaster was charged for refusing to pay ricksha hire, and for being in unlawful possession of an arm.

Defendant retained a ricksha for nearly an hour, without paying for it. When he was arrested, a sheath-knife was found on his person. His Worship imposed a fine of \$10, and ordered him to pay the coolie 50 cents' compensation.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STOKERS' MUTINY AT PORTSMOUTH.

LONDON, November 27th.

Moody, the instigator of the Portsmouth mutiny of stokers, has been sentenced by Court Martial to five years' penal servitude.

A DUCAL PRESENT.

LONDON, November 27th.

The Duke of Fife has presented Duff House with 110 acres of land, to Baulf.

THE SHANGHAI DOCKS.

SHANGHAI, November 27th.

At a confirmatory meeting of the Shanghai Dock and Engineering Co., Ltd., held to-day, lengthy speeches were delivered by Messrs. Nielsen, Gilber, Reid and Keswick opposing the scheme to dispose of part of the Company's property for the purposes of a Wharf and Godown Co. which was carried on a poll of 23,235, against 2,723 votes.

EXPEDITION IN BORNEO.

SANDAKAN, Nov. 27th.

The *Tenaga*, Tawau, Expedition has arrived here safely.

All the European members of it are well.

[BETTER'S SERVICE.]

THE MOROCCO TROUBLE.

LONDON, November 27th.

A Division of the French Mediterranean squadron is provisioning at Toulon in readiness for emergencies in Morocco.

LATER.

France and Spain have arrived at an agreement, not yet finally ratified, for remedying the present insecurity in Tangier, by which 1,200 men of each nationality will be landed. In any case the French and Spanish naval divisions will remain off Tangier.

ARREST OF SAN FRANCISCO MAYOR.

LONDON, November 25th.

Mr. Schmitz, the Mayor of San Francisco, has been arrested in New York, on his arrival from Europe, on charges of extortion [misappropriation?]. A correspondent describes the city as rotten with corruption and vice, and full of thieves and murderers. The municipal officials, who are all Labourites are spending money like water.

The secret of prolonged youth is said to be the possession of an optimistic temperament. Better no temperament at all.

"To a very great extent success or failure in life seems largely to depend on getting a reputation for being able to do things."

Worldly joy is a sunflower, which shuts when the gleam of prosperity is over; spiritual joy is an evergreen—an unflinching plant. But it has its perils.

The most refreshing person that it is possible to meet is the man or woman who has a theory of life, who knows what he or she desires, and regulates life accordingly.

The English are divided into three classes: there are the aspiring and the perspiring; the middle-class is composed of those who both aspire and perspire. It is a peculiarity of our fellow-countrymen and women that they have the greatest contempt for all who perspire—except for pleasure.

The trouble with a lot of men in the world is that they spend so much time handing out promises to people that they haven't got time to make any of them good. To make good whatever you can and not promise more than you can really do, will give you a reputation that you cannot buy with money.

In every woman there is an inherent desire to love something; what that something is is not essential. She may lavish her affections on husband, children, parents, pet dogs, anything at all, but she must have some thing, or some one that she loves and cherishes more than all the world besides. Occasionally it may be herself. I am certain that, in living close to the earth, we are of so to the source of true and good poetry, where each of us, at times, hears himself—lines that are only waiting to be lived into song. The nature lover who lives with his feet and skies simply puts himself in the way of the most and gentlest of such inspirations.

It is not the mere setting to work again that is so disagreeable, as the moral stocktaking which a vacation makes inevitable. How is he getting on in the world, morally, physically, pecuniarily, and socially? Is he going forward, or backward, or standing still? These are vexatious, awkward, impertinent questions, which no one has a right to ask a man except himself.

SUPREME COURT.

Tuesday, November 27th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

ALLEGED FALSE IMPRISONMENT.
Cheong Lai and Cheong Tai to recover \$1,000 for false imprisonment of the plaintiff.
Mr. E. P. H. Lang (of Messrs. Dawson, Looker and Dawson) represented the plaintiff, and Mr. G. F. Dixon (of Mr. John Hastings' office) the defendant.

Mr. Dixon—I have first, my Lord, a technical objection to take to my friend's cause of action. I submit he has miscevalued his remedy in bringing this action for false imprisonment. If he has any right of action at all it should have been for malicious prosecution. Mr. Dixon then cited authorities.

His Lordship—Malicious prosecution is far harder to prove, as it is necessary to prove malice.

Mr. Dixon—But the action must be for malicious prosecution, not for false imprisonment.

His Lordship—Was an information sworn before the magistrate?

Mr. Dixon—I believe so, my Lord.

His Lordship—It does not say so here, and I directed that the statement of claim should be amended. With regard to the statement of partnership, you yourself at that time said you were partners.

Mr. Dixon—No; I said I was prepared, if you intended taking the action on that date, to admit that we were partners.

His Lordship—You had to, unless you didn't want to get into serious trouble. The plaintiff in this case admitted he was a partner?

Mr. Dixon—Yes.

His Lordship—Before the defendant admitted it: now he denies it.

Mr. Dixon—I and raised there was never any admission by me, or any one on his behalf, that he was a partner.

His Lordship—He never appeared.

Mr. Dixon—No.

His Lordship—Well, he had better be careful what he says to-day.

Mr. Dixon—As I said to your Lordship before, in this business there are certain branches in which they are, and others in which they are not partners; and in the certain charge with respect to embezzlement, they were not partners.

His Lordship—In original action 196, on an amended writ, judgment was given against two of them.

Mr. Dixon—My client tells me there was no partnership between himself and the plaintiff with regard to the money which are the subject matter of this charge of embezzlement.

His Lordship—If you had told me that before I should have called for an amendment.

Mr. Dixon—I suggested it before.

His Lordship—Perhaps you will say he is not a defendant now?

Mr. Dixon—Apart from that question will you consider the case?

His Lordship—I will consider it and reserve that point.

Mr. Lang submitted he had nothing to prove, but on his Lordship's suggestion read the statements of claim and defence, the latter denying that plaintiff and defendant were partners in the action.

His Lordship—You've got to prove that. You had better put your client in the box.

Mr. Lang—He's not here.

His Lordship—Well, that being the case I'll give you Thursday morning.

Mr. Dixon—I should like to raise another point: that is, with reference to my friend having failed to give notice in writing of this intended action for false imprisonment.

His Lordship—I'll consider that point too. You (Mr. Lang) might consider these points, and you must have your client here on Thursday as there are three things you've got to prove or else you don't get your case.

PARLIAMENTARY NEWS BY MAIL.

RUSSIA AND THE ALAND ISLANDS.

In the House of Commons on October 25th, Mr. Ashley asked the secretary for Foreign Affairs whether Russian Troops were still in occupation of the Aland Islands.

Sir E. Grey: The latest information is to the effect that the Russian Troops sent to the Aland Islands have been withdrawn with the exception of two officers and fifteen men.

CHINESE MARITIME CUSTOMS.

Mr. H. H. Marks asked whether the conditions under which the administration of the Imperial Chinese Maritime Customs were granted by China during the currency of the Chinese loans of 1896 and 1898 were being duly observed.

Sir E. Grey: When the loans of 1896 and 1898 were raised, the Chinese Government undertook that the Administration of the Maritime Customs should remain as then constituted during the currency of the loans. By the Imperial Edict of May 9th last, the Customs Administration was transferred from one Chinese Government Department to another but this does not necessarily imply more than a change of form, and it has not so far made any difference to the Administration of the Customs Service by Sir R. Hart.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Hongkong Maru* will sail from Yokohama on the 30th Nov, and is due to arrive at this port Dec. 9th.

The P.M. str. *Siberia* sailing from this port Oct. 30th, arrived at San Francisco, Nov. 26th.

The H.A.L. str. *Hollandia* left Singapore on the 26th Nov. at 1 p.m., and may be expected here on the 1st Dec.

The Shiro Line str. *Montgomeryshire* left Singapore on the 22nd inst., and is due here on or about the 29th inst.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on November 27th at the Board Room. The Hon. Dr. J. M. Atkinson (president) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Lieut.-Colonel J. M. Reid, R.A.M.C., Dr. F. Clark, Medical Officer of Health, Hon. Mr. A. W. Brewin, Registrar General, Hon. Mr. F. J. Bodeley, Captain Superintendent of Police, Dr. H. McFarlane, Assistant Medical Officer of Health, Hon. Mr. E. A. Hewitt, Mr. A. Shotton Hooper, Mr. H. Humphreys, Mr. Lau Chu-pak, Mr. Fung Wachen and Mr. G. A. Woodcock (secretary).

SCAVENGING AND CONSERVANCY BY-LAWS.
The committee appointed to consider the question of enforcing these by-laws in the rural districts reported their opinion that the application of the by-laws No. 1 to the City of Victoria, the hill district and the larger villages in the Colony, and that any district for which no provision of dust carts, dust bins, dust boats and conservancy boats had been made, was exempt from the operation of these by-laws.

The President—I am advised that No. 1 of these by-laws does not apply in the way that the committee think, and that the by-laws which govern this question are Nos. 3 and 8. I think it would be advisable to refer it back to the committee.

Mr. Hooper—I take it that this is a legal opinion?

The President—That is so.

Mr. Hooper—Then the legal opinion ought to accompany this.

The President—No. It has been ruled otherwise.

Mr. Hooper—With all due respect to you, I think you are alluding to a document circulated amongst the members during your absence by the then P.C.M.O., and which was ordered to be laid before you on your arrival. That document was treated as confidential, but you are asking a committee of this Board to consider a question involving legal considerations without giving them the legal opinion. That is placing them in an anomalous position. I think you are misreading the instruction.

The President—I have been instructed not to make public any information given in this way by the Crown Solicitor. I don't think there can be any objection to the committee receiving such opinion. I will ask for instructions on the matter.

Mr. Hooper—I think you are mistaken.

The motion was seconded by the Vice-President and carried.

TO ALTER THE HOUR OF MEETING.

The President, pursuant to notice of motion, moved: "That the time of the meetings of the Board be changed from 4.15 p.m. to 2.30 p.m."

Mr. Hooper—I quite agree with the President.

Mr. Humphreys—2.30 p.m. does not suit me. The present time is much better, I should think, for all business men.

Hon. Mr. Hewitt—I cannot agree to give up an afternoon to the Sanitary Board meetings.

Mr. Lau Chu-pak—The change is not convenient.

The Director of Public Works—I agree with the President.

The President—The Legislative Council meets at 2.30 p.m., and I think this is a much more suitable one for many reasons than 4.15 p.m. The Board meeting is held only once a fortnight and should not occupy more than an hour.

The President—As I have stated, this is a more convenient hour for many reasons. Of course, it occurs naturally to one that if one meets at 4.15 p.m. some of the meetings have to be postponed, and that means that we are practically kept beyond the usual office hours—obscure in the Colony. The Legislative Council meets at 2.30, and personally I should prefer the hour to be 2.30. In these days one never knows what is going to be sprung upon us, and one is much more fresh at 2.30 than at 4.15. If it is the wish of members I am quite willing to give way to the opinion of the majority.

The Vice-President seconded the motion.

Hon. Mr. Hewitt—I beg to move an amendment that the hour of meeting be as at present, 4.15 p.m. I quite understand, with all due deference to the official members, that it would be more convenient for them to do their official work during what are known as official hours. The majority of the Board are not official members; they are business men who have a great many calls on their time during ordinary business hours. But in a community such as this we are all called upon in our turn to do a certain amount of work for what we believe to be the general good, outside of office hours. I and I believe, my unofficial colleagues, are in the same position; we have to give up a great part of our time to public work, and if business members were not prepared to come forward it would be a great misfortune to the Colony. I don't make that statement in the belief that if any of us were driven from the Board our places could not be filled by people here as capable as ourselves. Personally, I am not prepared to give up an afternoon once a fortnight to this work, and I don't think it is reasonable to ask business men to do so. I am quite prepared to give up my leisure time, but if this measure is forced upon us, all I can say is that I shall be very reluctantly compelled to represent the matter to H.E. the Governor, who has done me the honour to appoint me, and say that I can no longer serve on the Board. If you insist on carrying this out you will find it very much harder to get unofficial members to serve on the Board. It is absurd that we should have to give up our business work to suit the convenience of a few official members.

It may suit you, but not us, and I think in the end it would make a difference.

Mr. Humphreys seconded the amendment.

Mr. Hooper—I am sorry to find myself at variance with my unofficial colleagues, but I think Mr. Hewitt has made a mistake when he says that by coming here at 2.30 it would deprive him of a whole afternoon.

Hon. Mr. Hewitt—I know my own business, Mr. Hooper.

Mr. Hooper—I am not speaking of your business. I will speak for myself, and say it is much more convenient for me to be absent from my office from 2.30 till 3.15 than from 4.15 till 5 p.m. That is what I mean. I don't mean to be personal in anything. I think if the business men in the Colony were consulted, most of them would support me, because the majority of the directors of eight of the twelve public companies in the Colony meet at noon or 2.30 p.m. That is sufficient answer to what my friend has stated. So far as the Government members are concerned, I don't think it is quite fair of the unofficials to say they are forcing it on them. I take it they (the officials) have got to work during office hours, and if they look upon this as work they are working *pro bono publico*. That is the greatest form of government there is. I will support the motion.

Hon. Mr. Hewitt—The meetings of the Board, as Mr. Hooper knows perfectly well, very often run to two hours sometimes over. They are very rarely less than an hour and a half.

Mr. Humphreys—Mr. Hooper mentioned that all Board meetings took place before three o'clock.

Mr. Hooper—I said nearly all of them.

Mr. Humphreys—These I am connected with most after three.

Mr. Hooper enumerated the Boards of various companies which he knew met before three.

Hon. Mr. Bodeley—This is a matter in which we should be guided entirely by the views of the majority of the unofficial members.

Hon. Mr. Hewitt—Mr. Fung Wachen is not here, but he is entirely of the same opinion as Mr. Humphreys, Mr. Lau Chu-pak and myself. It simply means that I shall be forced off this Board, and I don't wish to be.

The President—As the majority of the unofficial members are in favour of the amendment, I agree with Mr. Bodeley and will withdraw the motion.

A HEALTH QUESTION.

Mr. Humphreys moved the suspension of the meeting, on account of a rather important question to be brought forward.

Hon. Mr. Hewitt seconded, and members agreed.

Mr. Humphreys—The other day it was reported to me that a very large quantity of human excreta was dumped in the nullahs by the side of the Military Hospital. I had that on good authority and went up yesterday evening to search for it, but couldn't find it, from which I gather that the staff has since been removed. I should like to know whether the Board have any information on the subject, because there are several typhoid cases in the Military Hospital, and if their excreta were so dumped it would be a menace to the children of Hongkong.

Mr. Hooper—While on the subject I may say that we found coolies dumping excreta in a nullah outside my house at 5.30 in the morning. I called the attention of the Medical Officer of Health to the fact, and in the course of a few hours the staff went up there and I am informed they removed four buckets of it. There is another four in the nullah now.

The President—It is practically impossible for our staff to inspect the whole of the nullahs in the Colony to see if this is going on. But if it is brought to our notice, we will investigate it at once.

Hon. Mr. Bodeley—Or let me know.

Colonel Reid—There are only two cases of typhoid in the Military Hospital at present, and all excreta from them is burned. It is a standing rule that all matter of that sort shall be burned.

SHOULD IT BE EXEMPT?

The agent for Wing Shu-tak, owner of 315 Queen's Road West, applied for exemption from the Building Authority's notice 682 requiring the opening out of spaces for the premises of this house, as it had hitherto been exempted from so doing on account of the back of the building facing a private street.

The Medical Officer of Health—I do not think that this house should be exempt from the provision of a yard. It has no yard at all but the back window of a kitchen looks into a lane. The Board has, so far as I am aware, not granted exemptions hitherto in such cases.

Mr. Hooper—I think this should be granted.

Mr. Humphreys—Is the lane a Government or private lane?

Mr. Lau Chu-pak—What is the width of the lane? In cases where there are lanes at the back, the provision of yards should not be insisted upon as it may endanger the stability of the buildings.

The Registrar-General—Is the modification necessary?

The matter was deferred for consideration.

MODIFICATION OF REQUIREMENTS WANTED.

Mr. B. Brotherton Barker applied on behalf of Mr. Kwok Lo-kwai, the owner of No. 18 Gough Street, for a modification of the requirements of subsection 3 of section 188 of the Public Health and Buildings Ordinance of 1903.

The letter stated that the reason of the application was that the kitchen above the level of the roof was intended to be built to the height of the former kitchen, which had to be pulled down for the purpose of resumption by the Government, and was by this means forced upon his client who heretofore enjoyed the privilege.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Registrar-General—The modification was deferred for consideration.

The Medical Officer of Health said he had visited the premises and failed to see any necessity for an additional kitchen on the roof. There was a kitchen on each floor and a separate kitchen oven for the cook, and he could not recommend the modification applied for.

The Registrar-General—I presume the owner got very good compensation for the back portion of his premises.

The Vice-President—The back portion of these premises was demolished by Government in carrying out the Mei Lun Lane improvement scheme. I think the owner has a fair claim to build to the former height.

The application was refused.

TO PRESERVE NOTES.

An application was made for permission to retain two cubicles on the second floor of No. 10 Robinson Street, and in connection with the matter some members wrote their minutes in lead pencil.

Hon. Mr. Hewitt—Notes by officials should be written in ink or indelible pencil, not in ordinary black lead pencil which can so easily be defaced by handling or time. I notice the Medical Officer of Health has taken to writing his minutes in pencil.

EXPERTS AGAIN DIFFER.

Samples of water taken from a well at 16 Gago Street were forwarded to the Government Analyst and Bacteriologist for examination and report. The former reported the water potable, and the latter non-potable.

Mr. Humphreys—The Government Bacteriologist says the sample is non-potable, but he does not say it is dangerous to life. The closing of wells that are not actually dangerous to life is a doubtful expedient in view of the water supply being intermittent during the winter months, as the Chinese are thereby compelled to draw their supply from still more contaminated sources such as stagnant pools and polluted nullahs.

Hon. Mr. Hewitt—The surroundings of the well are reported to be very unsatisfactory. I gather from this the water may be contaminated through the soil, and think the covering over of the well will not of necessity keep the water pure. Unless stronger argument be brought forward in favour of the well being left open, it should be closed.

Mr. Lau Chu-pak—I agree with Mr. Humphreys. This is another case in which the analyst does not agree with the bacteriologist. I wonder what the latter will say of the water from the mains. The well should not be closed.

The Registrar-General—This well should be protected from contamination by being covered over and fitted with a pump.

The President moved that the well be closed.

Mr. Humphreys—Do I understand that the Government Analyst said this water is potable?

The President—Yes; but the bacteriologist says it is not. With reference to the chemist analysis, all depends when the water was collected. After a rainfall it might be seemingly good, but after the report of the bacteriologist it would be folly to allow the well to remain open.

Hon. Mr. Hewitt seconded the motion, which was agreed to.

OVERCROWDING.

The report of the overcrowding officer showed that 81 persons had been evicted during the month.

Mr. Humphreys—I am strongly of opinion that the movements of the ejected tenants should be watched and noted with a view to ascertaining the economic effect on the Colony.

Mr. Lau Chu-pak—Have steps been taken to ascertain where these ejected have removed to?

The President—See No. 2 of the Cleansing by-laws. The police might assist us in this matter.

The report was laid on the table.

THE RESIDENTS OUTBREAK.

The President reported that no fresh outbreak of rinderpest had occurred at P. Ialam, and that all the diseased cattle had been slaughtered.

THE DIAMOND MATCH COMPANY.

SINO-AMERICAN COMPETITION AGAINST JAPAN.

A Tokyo dispatch states that the Diamond Match Company, of America, the director of which has been investigating the condition of the match-making industry in Japan, has decided to establish a large match-factory in South China, for the purpose of competing against Japanese matches.

The decision of the American firm is creating consternation among Japanese match-manufacturers, and the dispatch, and the authorities of the Department of Agriculture and Commerce are strongly recommending the match-manufacturers to endeavour to effect an incorporation of Japanese factories and the American company.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 27th at 11.55 a.m.—The barometer has fallen considerably over N. China, and W. Japan, and risen slightly in E. Japan.

A depression has appeared over Manchuria. It seems to be moving Eastwards towards the N. part of the Sea of Japan. The high pressure area is lying over the Yangtze valley.

Graduals are moderate to rather steep, and strong monsoon will continue to prevail in the Formosa Channel, and land monsoon over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong & Neighbourhood N. winds, moderate to fresh; fine.

Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Lamecks Same as No.1.

South coast of China between Hongkong and Hainan Same as No.1.

Hongkong & Hainan Same as No.1.

THE STRANDING OF THE "HEUNGSHAN."

MASTER ABSOLVED.

A Marine Court assembled at the Harbour Office yesterday to conduct an inquiry into the circumstances attending the stranding of the British ship *Heungshan* during the typhoon of September 18th. Lieut. C. W. Beckwith, R.N., Stipendiary Magistrate, presided, and the others constituting the Court were Commander E. Winstrop, R.N., H. M. Naval Yard; Mr. Harry Gunkroger, master of the s.s. *Doric*; Mr. Thos. A. Mitchell, master of the s.s. *Sui Sang*. The letter from Captain Morrison, captain of the *Heungshan*, and the warrant from H.E. the Governor for conducting the inquiry having been read.

The President said he proposed that the Court should inquire into three points: (1) Was the master justified in anchoring where he did; (2) Was everything done after anchoring to prevent dragging; and (3) after the ship struck was everything done by the captain and officers to save life and property?

Captain Morrison said the *Heungshan* left Macao at 8 o'clock in moderate south west wind and rough sea. At 9.30 the wind increased, and a sudden squall carried away the upper awning. He kept the ship up to the wind to enable the men to furl the awnings. Shortly after this the wind and sea increased to typhoon force accompanied by blinding rain, and he then altered his course to west and west by south. He kept that course until 10.30 when he decided to anchor. At that time he thought he was two or three miles to the west of Sauchau. He slowed the engines, and anchored, letting go the starboard anchor with fifteen fathoms of chain, and afterwards let go the port anchor. He reeled away his chain until he had 40 fathoms well outside on starboard anchor and 75 fathoms on his port anchor, there being about four fathoms of water. He tried to help her by steaming ahead with the starboard engine; and put the helm hard a port, hoping to bring her head up to her anchors. Owing to one of the awnings having been blown away, he could not manage this. At 10.40 finding his efforts to bring her head up towards her anchors he stopped the engine. The chief officer was stationed by the windlass carefully watching both cables to see if she dragged. By this time strong typhoon squalls, with blinding rain came from the west, the ship, still heading south, lying quietly. He came to the conclusion this was the effect of the flood tide making against the wind. This continued till 12.10, when in the midst of a terrific squall he saw rocks practically under the *Heungshan*, on her port helm. He believed she must have taken the rock's shift her port anchor a few minutes before. As soon as he saw the rocks he put the engines full speed astern and then stopped them immediately as he found she had taken the reef and was hard and fast. As there seemed considerable panic among the Chinese passengers—some of whom were out on the guard ready to throw themselves into water—he considered it advisable to get a line ashore. The Chief Officer volunteered to swim ashore with a heaving line and succeeded in reaching the shore, badly bruised and knocked about by the heavy seas. Ropes were got ashore, the second engineer, who had finished his duties in the engine room, assisting the Chief Officer. The Chief Engineer and himself passed the passengers by means of the ropes to the shore. A number fell off, and the chief officer and second engineer were busy in the water rescuing them. Two, however, were drowned, but that happened before the ropes were got ashore.

By the President—What size of anchors have you on the *Heungshan* and what length of chain have you?—Two 12-ton anchors, twenty-eight and twenty hundred weights, and chains to the extent of 120 fathoms for each anchor.

Are your anchors constantly worked and attended to?—Constantly.

Who looks after them?—The Chief Officer attended them.

How far do you imagine you steamed after sighting Sauchau before you anchored?—I imagine I steamed two miles, making my estimate from Sauchau of about three and half miles.

Have you ever ridden out a typhoon before in the *Heungshan* or ships of that class?—Yes; but had no difficulty owing to anchor chains, although I had less chain out.

Commander Winstrop—When you found yourself on the reef did you notice how your cables were?—Yes both cables were about four points abait the beam on the starboard beam, the port cable being under the bottom of the ship.

When you anchored you say you reeled to 75 and 90. Had both cables then an equal strain?—Yes.

Captain Gunkroger—Did it appear to you when you left Macao that morning that you would be in a typhoon?—There was no indication either by sky or barometer.

On which anchor did you have the 90 fathoms?—On the starboard anchor, which I think is the heavier.

You say the ship's head was to the south, the wind north west westerly, your anchors five points on the starboard bow south west. Did you have no indication that the ship was drifting?—No; I considered the tide was making against the wind, which would account for the ship lying quiet.

Captain Mitchell—Did you give the ship a sheer after dropping the first anchor?—No; I did not think it advisable as she was well astern of her anchor.

Mr. Grainger, chief officer, said they had six European passengers, 519 Chinese passengers and 57 of a crew on the *Heungshan* on the day in question. The glass was high and steady when they left Macao at 8 o'clock. His statement as to what happened corroborated that made by the master. He left the windlass shortly after 12 o'clock because he heard a bump. He

JUST UNPACKED:—

F. P. CAMERAS

F. P. CAMERAS

ZEISS ANASTIGMAT TESSAR LENS, F. 6.3.

AT MODERATE PRICES.

LONG HING & CO.

No. 17, QUEEN'S ROAD.

JUST LANDED.

SPARKLING RED BURGUNDY GUICHARD POTHERET & FILS.

PER CASE 12 BOTTLES \$32.00

PER CASE 24 " 34.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.

Telephone No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

had scarcely reached deck when the ship struck. Then he got all the sailors together and endeavored to quieten the passengers, who were beginning to show signs of panic. The captain consulted him as to what should be done and he volunteered to go ashore with a line. The second engineer followed and assisted him to get several ropes ashore.

In reply to Commander Winstrop, witness said he had his hands on the cables after the ship anchored, but felt no jerk which would indicate that the ship was dragging.

Mr. Johnston, chief engineer, said the *Heungshan's* engines had a pressure of 125 lbs. on the morning of the 18th. That would give her a speed of thirteen knots. Witness gave evidence as to the working of the ship, and stated that when the water came in the water-tight doors were closed. The water came in through the stoke hole and drove the men out. As the water rose he deemed it advisable to blow off the steam to prevent an explosion.

The finding of the Court was:—

We find that the s.s. *Heungshan* of Hongkong, of which George Morrison, master mariner, was master, left Macao on 18th September, 1906, for Hongkong at 8 o'clock with a general cargo, six Europeans, 519 Chinese and 57 of a crew. The ship was full powered and well found. The weather was cloudy, with moderate N.W. breeze, the barometer high and steady. At 9.30 a.m. the wind increased by a series of heavy squalls and the sea rapidly rose. The ship was then turned round to N.W. to assist in getting the awnings furled and the typhoon doors shut. At 9.30 the south end of Sauchau was seen bearing E.N.E., one and a half miles distant, the wind by this time having increased to typhoon force and accompanied by blinding rain, the ship then heading about west by south and steaming at full speed until 10.20 a.m. when the master thought it advisable to anchor. The engines were slowed down and both anchors were let go in a seamanlike manner with 90 and 75 fathoms of chain respectively, well outside the house pipe, and carefully attended to by the chief officer. The engines were worked for a considerable time to enable the ship's head to be brought to the wind, but without success. As the ship was lying easily to her chains the engines were stopped. We, the Court, are of opinion that the master was thoroughly justified in anchoring when and where he did; that, after taking into consideration the conditions of the weather and the impossibility of seeing through the blinding rain, and that after anchoring all due precautions were taken, the chains being carefully watched and no indication given by jerk or otherwise which it would be usual to expect, she must have dragged both anchors a distance of about three and a half miles when the ship took the reef; that everything was done by the master and officers to save life and property, special commendation being due to Mr. Grainger, chief officer, and Mr. Harvey, second engineer, in getting ropes ashore through the breaking sea and generally helping to rescue passengers who were washed from the ropes through the heavy waves. We, the Court, are of opinion that it was largely due to the gallant exertions of these officers that only two lives were lost; and, taking into consideration the abnormal conditions under which the ship was navigated, the Court absolve master and officers from all blame.

In concluding the proceedings the Harbour Master said that was the third inquiry within a month.

A CO-EDUCATIONAL PUBLIC SCHOOL.

A momentous and highly interesting educational experiment is about, says the *Daily Chronicle*, to be tried in England under the best auspices—the co-education of boys and girls in a large public school from school age to university age. The scheme has the earnest support of many noted educationists, and is so far advanced that the school premises have been secured, the headmaster and teaching staff appointed, and there is already over forty pupils to form the nucleus of the establishment.

There is a large provisional committee sitting in London and Manchester, who have guaranteed the necessary funds, and are thorough believers in the idea. Mixed private schools, of course, are not unknown in England, but this will be the first high-class public school established on the lines so successful in the United States. We have said that the headmaster has been appointed, but it would be

THE ROBINSON PIANO CO. LTD.

BUILD

THE MOST SERVICEABLE

PIANOS

FOR THIS CLIMATE.

THEY ARE

SOLIDLY CONSTRUCTED

AND ALL PARTS THOROUGHLY

SEA-SONED AT OUR FACTORY

HERE.

PRICES FROM \$300

CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906.

more correct to state that the enthusiasm and personality of the headmaster have virtually created the institution. The Rev. Cecil Grant, M.A. of Wadham College, Oxford, has been head of Kewick School for the past seven years, and he is so strong a believer in the benefits of co-educational methods that he is sacrificing money and almost certain academic advancement in order to conduct the training of boys and girls together. He is taking with him masters and mistresses who have been colleagues of his at Kewick, and have the conviction that the artificial separation of the sexes during school life is wrong. St. George's School, Harpenden, has been leased for the experiment, and much money is now being spent in repairs and alterations. There are large and airy class-rooms, dormitories, and dining and exercise-rooms, and eleven acres of grounds for the exploitation of healthy outdoor pastimes, with a chapel, swimming bath and cricket pavilion. The first school term will start in January next. It is not intended as an experiment in cheapness. The annual fee for every boarder will be eighty guineas, with extras for day-boarders, fifteen or eighteen guineas, according to age. A scholarship of £50 a year for three years at a university, and a bursary of £20 a year for any girl proceeding to a degree at St. Andrew's University have already been arranged. The central idea is to take children of both sexes from the age of eight upwards,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed Daily Press only, and special business matters, The Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that the Portion of BOWEN ROAD which was temporarily closed has been reopened for traffic.

W. CHATHAM,
Director of Public Works.
Hongkong, 27th November, 1906. [2174]

INDENT MERCHANT, REQUESTED by German Cotton Waste Blanket Factory.

H. N. 1449.
Care of RUTOLF MOSSE,
Hamburg (Germany). [2175]

WANTED.

FOREIGNER in High Position Wants BOARD AND RESIDENCE in Good English Family.

Care of "Daily Press" Office.
Hongkong, 28th November, 1906. [2176]

BOARD AND RESIDENCE.

A GENTLEMAN can have BOARD AND RESIDENCE in an English Family on the Central Lower Level, Large House with Full View of the Harbour.

Apply to—Care of "Daily Press" Office.
Hongkong, 28th November, 1906. [2177]

PUBLIC AUCTION.

AT THE SALES ROOM of the Undersigned, No. 8A, Queen's Road Central, TO-MORROW (THURSDAY), the 29th November, at 2.30 P.M.

HOUSEHOLD FURNITURE, comprising: BEVELLED AND FLAT GLASS WARDROBES and SIDEBOARDS, MARBLE TOP ROUND TABLES and WARDROBES, DRESSING TABLES and OVERMANTLES, TABLES and DESKS, BEDSTRAIDS, COTS, RUGS, FRAMES, &c.

And A Lot of MISCELLANEOUS GOODS. Terms—As usual.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.
Hongkong, 28th November, 1906. [2178]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On FRIDAY,

the 30th November, 1906, at 2.30 P.M., at their SALES ROOMS, No. 5, Des Vaux Road (Corner of Lee House Street).

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

comprising: TEAKWOOD WARDROBES and SIDEBOARDS with BEVELLED GLASS, TEAKWOOD BOOKCASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

Also A Large Assortment of CANTON CARVED BLACKWOOD WARE, CARPETS, &c., &c., &c.

And One SEMI-GRAND and One COTTAGE PIANO. Terms—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th November, 1906. [2179]

FROM NEW YORK, ADEN AND SINGAPORE.

THE H.A.L. Steamship

"NURIA," Captain Hubel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impounding for discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 27th November, 1906. [2172]

THE "DAILY PRESS."

ILLUSTRATED TYPHOON PAMPHLET

THE continued demand for copies of the above Pamphlet which contains a Full Account of the Typhoon of September 18th, Illustrated by 20 Photographs Views, has rendered the issue of another Edition necessary. Copies may now be obtained from the Daily Press Office or from the Local Booksellers.

PRICE 50 CENTS CASH.

Hongkong, 28th November, 1906. [2180]

NEW ADVERTISEMENT

S.S. "POLYNESIAN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Malapan" and "Corboan," from Havre ex s.s. "Malapan," from Bordeaux ex s.s. "Ville de Marseille," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 3rd Dec., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Dec., or they will not be recognised. If damaged packages will be examined on Monday, the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 27th November, 1906. [2]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

S.T. ANDREW'S STAKES to be run for on SATURDAY next, 1st December, 1906. Open to all Subscription Grifflins of this Season 1906-7. Distance Half a mile, weight 10 Stone, 7 lbs. Native Riders allowed. Entrance Fee \$10 to go to the Winner. Saddle Ponies to save his stake. The Saddle will be rung at 7 o'clock A.M. and the Race will be started at 7.30.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 26th November, 1906. [2163]

HONGKONG JOCKEY CLUB.

MEMBERS desirous of renting accommodation at the RACE COURSE for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th inst.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 2nd November, 1906. [2135]

BOTHEN MARK LODGE, No. 28A.

A REGULAR MEETING of the EIGHTH MARK LODGE, No. 28A, TO-NIGHT (WEDNESDAY), the 28th November, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd November, 1906. [2149]

HONGKONG ST. ANDREW'S SOCIETY.

SCOTSMEN are invited to subscribe to the ST. ANDREW'S BALL to be held in the City Hall, at 9 P.M. on FRIDAY, the 3rd inst.

For particulars please apply to—
W. ARMSTRONG,
Hon. Secretary.
Care of Butterfield & Swire.
Hongkong, 23rd November, 1906. [2143]

"SAM CHAR" MINE, KWONGSI PROVINCE.

IT IS HEREBY NOTIFIED that His EXCELLENCY CHEONG, who in the past eighteen months has expended about \$10,000 on the mine and other works in connection with the above named SAM CHAR MINE in the Kwan Yuen district of the Province of Kwongsi, and had several times by advertisement in the newspapers publicly invited offers for the purchase of the mine and all the rights therein, has received the management and transferred all rights and interests in the above-named Mine to Messrs. CHAN CHIT TING and HO SEE KI and others who are willing to provide the necessary Capital for the working of the Mine. Twelve regulations for such transfer have already been drawn up and mutually signed by the above-named parties.

It is HEREBY FURTHER NOTIFIED that the Members of the Directorates, Committees and the Shareholders in the WAH HING and PO HING Companies by whom the Mine has successively been owned, may inspect the regulations and all other particulars of the transfer on application to the YU WO FAT Firm, No. 227, Des Vaux Road West, Hongkong, or to the CANTON-AMOI RAILWAY OFFICE, in Tsing Hoi Moon Street, Canton, on any day prior to the 22nd day of this Moon, on which date the New Company will assume the management of the said Mine, and no claims and objections on the part of parties interested in the above-named WAH HING and PO HING Companies can thereafter be entertained.

Signed on behalf of the Shareholders,
PO HING COMPANY.
The 8th day of the 10th Moon, 32nd year of Kwongsi.

NOTICE.

WE have Established Ourselves To-day under the Firm Name

ULDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER,
Office 1 & 2, Beaconsfield Arcade.
Hongkong, 15th October, 1906. [1919]

LADIES and GENTLEMEN, COME and SEE OUR FINE ASSORTMENT OF TOYS TOYS TOYS.

Do not lose this Golden Opportunity! Best Goods, Cheap Prices.

H. HIPTOOLA & CO.,
13 and 15, D'Aguiar Street.
Hongkong, 26th November, 1906. [2161]

TO BE OPENED SHORTLY.

A PICTORIAL POSTCARD STALL in Queen's Road where HONGKONG VIEW POSTCARDS can be had from

ONE CENT EACH.

Great Assortment of Actresses Comio and Artistic Cards; also a stock of Tuck's HALF MASKS.

TYPHOON VIEW BOOKS.

In order to close up the account for the Typhoon Relief Fund we are selling the balance of the View Books on hand at 25 cents each. Applications for same are to be made to The HONGKONG PICTORIAL POSTCARD CO., P.O. Box No. 4.

Hongkong, 22nd November, 1906. [2139]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1906, of FORTY CENTS per Share, will be Payable at the Hongkong and Shanghai Bank, Hongkong, on and after WEDNESDAY, 28th November, 1906, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.

The REGISTER OF SHARES will be CLOSED from MONDAY, the 26th instant until FRIDAY, the 30th instant, NO TRANSFER OF SHARES will be effected.

JOHN D. HUMPHRIES & SON,
General Managers.
Hongkong, 22nd November, 1906. [2153]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1641/1643 for SIXTY SHARES numbered 4637/4696 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said certificates be produced at the Office of the Company, Queen's Building, Victoria Hongkong, before the 30th November 1906, New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void.

THOS. J. ROSE,
Secretary.
Hongkong, 31st October, 1906. [2907]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4680 for TWENTY-FIVE SHARES numbered 150,026 to 150,050, Fully Paid-Up, standing in the Register in the name of BENJAMIN ROPEE BRANCH of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company before the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd November, 1906. [2438]

FOR SALE

FOR SALE OR HIRE.

STEAM LAUNCH, 15 Tons Register Net, 59 feet Long, Built in 1905.

For Particulars, apply to—
ATAKA & Co.,
1st Floor of Chartered Bank.
Hongkong, 24th November, 1906. [2163]

FOR SALE.

3 WOODEN LIGHTERS,
Length 80' 0"
Breadth 24' 0"
Depth 9' 6"
Capacity 320 tons.

Complete for delivery within 5 weeks from date.

Plan, Specification and Particulars from C. E. WARREN & Co.,
30, Des Vaux Road, Central, and
HOO CHONG WO & Co.,
31 & 33, Connaught Road, Central.
Hongkong, 6th November, 1906. [2049]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered, 52 feet long, in Very Good Condition.

Apply to—
CARLOWITZ & Co.,
Hongkong, 2nd November, 1906. [2027]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mail, also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

TO LET.

TO LET.

NO. 4, DES VEAUX ROAD, Ground Floor, lately vacated by Madam Jay, suitable for Banking or other Offices, including a Strong room and out-houses.

NO. 5, BEDDERS' HILL, a 5-Roomed Dwelling House with out-houses.

NO. 5, QUEEN'S ROAD, "VICTORIA BUILDINGS" 2nd Floor, suitable for Office.

NO. 1, ROBINSON ROAD, "FAIRVIEW," consisting of 8 Rooms, very pleasantly situated, with large Servants' Quarter.

Apply to—
DAVID SASSOON & Co. Ld.
Hongkong, 8th November, 1906. [2060]

TO LET.

FURNISHED BEDROOM and Board for Single Gentleman with an English Family in Private House on the Upper Levels.

Apply to—
Care of "Daily Press" Office.
Hongkong, 27th November, 1906. [2169]

TO LET.

OFFICES in King's Building and York Building.

NO. 2, HILLSIDE, THE PEAK. A HOUSE in WONG NEI CHONG ROAD. GODOWNS IN PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE. FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1524]

TO LET.

FOUR-ROOMED HOUSE on Praya East near East Point.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 27th November, 1906. [2168]

TO LET

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 28 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—
E. M. HAZELAND,
No. 33, Queen's Road Central,
or to
WING-ON, Contractor,
No. 34, D'Aguiar Street.
Hongkong, 19th July, 1906. [1436]

TO LET.

"BROCKHURST," PEAK.

"GLENWOOD," CAIRN ROAD, suitable for a Boarding House or Club.

No. 3, CAMERON VILLAS, PEAK.

No. 7, DES VEAUX VILLAS, PEAK.

No. 4, CONDUIT ROAD.

No. 3, ARBUTHNOT ROAD.

No. 73, WYNDHAM STREET.

BEACONSFIELD ARCADE, Fine Shops and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

No. 17A, QUEEN'S ROAD CENTRAL, Rooms on Front Top Floor, (over Ashes).

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

TO LET OR FOR SALE.

NEW HOUSE on Mount Kellett, Five Rooms, on Rural Building Lot No. 117.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 2nd November, 1906. [2028]

TO LET—AT KOWLOON.

NO. 3, LYEMOON VILLAS, A Five-Roomed House with joint use of Tennis Court. Possession from 15th November next.

Apply to—
"LYEMOON,"
Care of "Daily Press" Office.
Hongkong, 17th October, 1906. [1927]

TO LET ON LEASE.

FROM 1ST JANUARY, 1907.

NO. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 24th October, 1906. [1937]

TO LET.

NO. 52, CAINE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

NO. 18, McDONNELL ROAD, "TANG YUEN."

Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 13th November, 1906. [2087]

TO LET.

2ND FLOOR No. 12, Queen's Road Central.

SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

NO. 6, MACDONNELL ROAD, from January, 1907, Six Rooms, Servants' Quarter and Garden; Nice Location. Electric Light installed.

Apply to—
"K,"
Tory Kisea Katska, York Buildings,
Hongkong, 22nd November, 1906. [2141]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPTON'S DEPARTMENT,
Nippon Yama Kaisha.
Hongkong, 3rd June, 1906. [780]

TO LET.

With Possession on the 1st January, 1907.

A NINE-ROOMED HOUSE with Office and Godown, on the British Concession, (Shamoen-Canton).

Apply to—
Care of "Daily Press" Office.
Canton, 3rd November, 1906. [2037]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Any disposed to offer for the same please apply to—
C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—
E. A. & C. F. DE CARVALHO,
15, Arbuthnot Road.
Hongkong, 18th June, 1906. [1270]

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st August, 1906. [79]

TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental.

Apply to—
SPANISH PROCURATION.
Hongkong, 11th October, 1906. [1892]

TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 16th October, 1906. [1922]

INTIMATION.

S. MOUTRIE & CO. LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS, PLEYEL, KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.
A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [527]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO.
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 8A, Queen's Road Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.
Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers. Vig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER.

M. MUMBY, JAPANESE ARTIST.
Bromide and Grayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs. No. 8A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

TYPEWRITERS.

F. A. V. RIBEIRO.
Typewriting Work Undertaken. Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 8A, Queen's Road Central (First-floor).

WINE MERCHANTS.

GREGOR & CO.
Wine and Spirit Merchants. 19, Queen's Road Central, Hongkong.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
WITH CHAMBER FOR 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS. SIEMSEN & CO. Hongkong, 3rd October, 1905. [45]

A. LING & CO.

FURNITURE STORE.
PLATED GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LAQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1905. [265]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VOUX ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 4th September 1905. [1674]

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1759

STORAGE.

For COAL, TIMBER, &c.
TO BE LET, A Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE.
For Particulars, apply to
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [163]

INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 311

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Agents.
Hongkong, 13th August, 1906. [1585]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. 28

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905
217,887,119.
I. AUTHORIZED CAPITAL... £3,000,000
II. PAID-UP CAPITAL... 687,500 0 0
III. FUND... 3,383,720 19 8

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1906. [1849]

NOTICES TO CONSIGNEES.

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"ANDALUSIA."
Captain Haue, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Nov., at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd November, 1906. [2154]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their stores in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 30th Nov. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 24th November, 1906. [1]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."
Captain W. T. Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 26th November, 1906. [2171]

THE DIRECTORY AND CHRONICLE.

FOR 1906.
Complete Edition \$10.00
Small 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

OFFICERS IN THE MERCHANT SERVICE.

With regard to the alleged shortage of executive officers for the Merchant Service and to the training schemes which are being inaugurated by leading shipowners in order to promote a supply, the Merchant Service Guild have addressed the following communication to the Chamber of Shipping of the United Kingdom, who will consider this important subject at their next meeting.
The Secretary,
Chamber of Shipping.

13th October, 1906.
Sir,—We observe from the press that one of the items on the Agenda for your meeting on the 26th inst. relates to the "scarcity of officers." The Guild as representing over ten thousand Captains and Officers of the Merchant Service contend that this scarcity does not exist. There are plenty of men out of employment although perhaps not as many as heretofore, but the position is that either the shipowners' requirements are too great for the inducements offered or that the Officers are of the greater cohesion and esprit de corps which now exists in his profession will not accept the terms which are offered.

The reason for this alleged "scarcity of officers" can be summed up into a very few words. It is entirely due to the niggardly and the unduly treatment of the British Shipowner with notable but exceedingly few exceptions. What can be said of one of the biggest lines in the world paying their Second Officers—holding Master's certificates and with homes to maintain—the meagre remuneration of £6.10.0 per month. Again, what can be said of another of our biggest lines carrying thousands of passengers who give the commanders of their thousand ton vessels with all its attendant enormous responsibilities £300 per annum. These men are expected to possess the highest possible qualifications and it takes them from twelve to fifteen years to reach such a position if they reach it at all.

For years past the Guild have repeatedly urged the Chamber of Shipping and other representative bodies of shipowners to collectively take in hand improvements in the conditions of their Captains and Officers but the inevitable reply has been that this is a matter for the individual shipowner. But when there is an "alleged scarcity of officers" it seems to be quite different and one of moment to shipowners as a whole. The Guild appeal to the Chamber of Shipping that they will treat both subjects in the same light as undoubtedly they are.

We venture to recapitulate a few of the chief grievances of the profession which we have previously laid before you and which are as follows:—

1. Better recognition and consideration of the arduous and responsible work performed by Captains and Officers and a diminution of dismissal unless men are heard in their own defence and there is clear evidence of incapacity or default or neglect.

2. Such an increase in the remuneration of Captains and Officers as will more properly accord with the immense responsibilities laid upon them, and which will enable them to adequately maintain their homes and families, and allow for some provision being made for old age.

3. The institution of three Officers and three watches on board merchant ships, of a certain number of days off duty but on the whole, in the course of the year—where possible—and pecuniary allowances to officers who are required to work in port beyond the usual hours of labour. At present where two watches are in vogue, an unjustifiable physical strain is imposed upon Officers. Day after day they must put in at least fifteen or sixteen hours on duty, and the only rest they obtain is in short snatches of about three-and-a-half hours.

Improved accommodation and each Officer to have a room to himself.
No matter how artificial sources of the supply of Officers may be promoted and fostered the number of those who follow the profession will grow less and less for the British public is at last beginning to understand what an injustice it is to send a self-respecting and ambitious boy to sea.

The grievances we have enumerated must, in common with others, be eradicated otherwise the consequences to British shipowners in the future will be most serious. It is true that small increases of pay have been made in some quarters. They have not been due to magnanimity, however, but to the fact that Officers could not be obtained at the price offered.

The Guild deem it expedient in the interests of all concerned that they should put their views forward in a perfectly candid way and give proper consideration and some system. British shipowners can do a great deal in making an Officer's life more attractive without even pecuniary aid.

In the Captains and Officers of the Merchant Service British shipowners have a powerful ally which is of great importance in these days when shipping questions are receiving such prominent attention. It is one of the Guild's cardinal principles to work harmoniously with the shipowners and they venture to think that their desires in this direction could be materially advanced by reciprocal treatment of the part addressed.—I am, Sir, your obedient servant,
(Sgd.) T. W. MOORE,
Assistant Secretary.

THE BLUE FUNNEL "TEUCER."

FIRST VISIT TO MANILA.

The Manila *Cablenews* of November 24th says:—Early yesterday morning the blue funnel freight steamer *Teucer*, Captain C. J. Barwise, came in from Singapore with 3,000 tons of general cargo for this port. The coming of the *Teucer* inaugurates a new Oriental and Pacific monthly service of the Ocean Steamship Company of Liverpool, from Liverpool to Tacoma via Suez, Singapore, Manila, Hongkong and Japan. The *Teucer* is one of five modern freighters being built on the latest improved scientific plan for Alfred Holt & Co., of Liverpool, owners of the blue funnel line. She was built by Messrs. Hawthorn, Leslie and Co. at New Castle-on-Tyne, being launched last January, and she is now on her first voyage to Manila. This type of vessel represents a great advance in present day ship building. The *Teucer* does not have masts, modern shipbuilders dictating that they should go. In place of masts the vessel is fitted with four large pillars, two forward and two aft, which serve the purpose of derrick posts serving as rigid supports for many of the cargo derricks. The two forward pillars are joined by a bridge about 80 feet above the waterline, which can be used as a lookout if necessary. The *Teucer* is fitted especially for cargo, and in that respect she and her sister

ship are second only to the *Minerva* and the *Dakota*. Her gross tonnage is 9,017, length 500 feet, breadth 58 feet, depth 42 feet and her cargo capacity is 18,321 tons being some 7,000 tons below the *Minerva* and *Dakota* in the latter respect. One derrick forward capable of handling 50 tons, is a feature, and there are in addition four 21 ton derricks, six derricks of 15 tons, eighteen of 5 tons and 27 cargo winches. The *Teucer* has nine cargo hatches permitting easy access and ingress of large bulky packages, as was demonstrated yesterday in the handling of several tons of railway supplies for the Suez syndicate. The immense holds are without stanchions, and therefore clear of all obstruction and are especially fitted for the stowage of bulky cargo such as canvas and boilers. To support the vessel in lieu of stanchions two deep steel flanged girders run along both sides of the deck to serve as hatch caming which stiffen the ship and give great support and rigidity to the whole structure. All the machinery of the *Teucer* was constructed by the North-Eastern Marine Engineering Company, consisting of two sets of triple expansion engines with cylinders 23 in., 33, and 55 in. in diameter, with a stroke of 48 in. Steam is supplied by three large boilers, working at 190 lb. pressure. The boilers complete weigh 197 tons. The machinery is giving great satisfaction and worked like a charm all the way out. Everything in the engine room is in duplicate, thus rendering delays and breakdown from accidents practically impossible. With a main and auxiliary bunkers the *Teucer* has coal capacity of 27,000 tons, and at the present time her bunkers are well filled with Welsh coal, which there is no doubt will be used. Although she is built especially for cargo, she has splendid open 'ween docks without obstruction of any description suitable for the emigrant service and able to accommodate 380 stowage passengers. On the way out pilgrims to Mecca and Jaffa crowded the stowage quarters of the *Teucer*. A considerable hold, the steam, preventing it from developing the upper deck and bridge, the *Teucer's* construction. She can and frequently does, make 14 knots per hour, and on this voyage her average speed in all kinds of weather from Liverpool to Manila was 13½ knots. She left Liverpool October 16th, making the entire trip in 37 days. The four sister ships of the *Teucer*, two of which have been launched, are the *Litton*, *Cyclops*, *Bellerophon*, and *Antelope*, their names being taken from Greek mythology. Most of the officers and crew are employees of the blue funnel line of long standing. Captain Barwise has been in the company's service for 27 years and other officers have been on Mr. Holt's payroll for a number of years. The officers of the *Teucer* are:—Captain C. J. Barwise; Chief Officer, F. G. Simpson; Chief Engineer, J. M. Brown; Second Officer, W. A. Dawson and Third Officer, J. E. Elliott.

THE TWO IRVINGS.

WHY THE SON PLAYS HIS FATHER'S GAMES.

Although Mr. H. B. Irving is still winning golden opinions in New York, some of the critics are inclined to belabour him for playing roles in which, as they say, the senior Irving was unapproachable.
Mr. Irving has replied, says the New York correspondent of the *Telegraph*, as follows:—
"I have been unwilling, reverently unwilling, to appear in characters he made his own, but it does not seem to be known that it is by the direction of my father's last will, in which he asked that I should do so, and that part of the proceeds of my engagements in his plays I should keep and part I should pay over to members of the family, as I am doing. That is the reason 'The Lyons Mail,' 'Charles I,' 'The Bells,' and other dramas are in my season's work, as my father wished."
It was further provided that if the plays were not kept in the repertoire they should be put up for sale at public auction.

To soothe the Skin.

smarting under the effects of a tropical sun

Calvert's Prickly Heat Soap

Is specially adapted. Though indispensable in cases of Prickly Heat (where its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers.
Made by F. C. Calvert & Co. Manchester, Eng.

VICHY'S

GENUINE NATURAL MINERAL WATER SPRINGS OF THE FRENCH GOVERNMENT

HOPITAL Diseases of the Stomach

GRANDE-GRILLE Liver complaints

CELESTINS, Gout, Gravel, Diabètes

VICHY-ETAT LOZENGES

with the natural salts extracted from the Waters

COMPRIMES VICHY-ETAT

allowing any one to prepare natural alkaline water at home.

BEWARE OF FORGERY

BOVRIL

Is the Cook's best friend.

No Cook can afford to be without Bovril. An appetising and nutritious soup is quickly made by the use of Bovril and it renders Curries and all made dishes palatable and strengthening.

Cunliffe, The Pioneer Export.

Russell & Co.

10 & 12, Place de la Bourse.

SECURITIES issued by PARIS

European Gov'ts and WHITE FOR prospectus offering

Municipalities offering PROSPECTUS

prospectus offering

To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in French securities in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed by the French Government, and by the various Municipalities, are now offered in 17 foot at Low Water of Spring Tides, 0.6 of a mile S. 42.1.2. W. from her former position.

The "KUTOAN" is now moored in 17 foot at Low Water of Spring Tides, 0.1 of a mile N. 32.1.2. E. from her former position.

CAUTION.
Vessels must now pass to the Southward of both above named Light-vessels.

All Hearings given are Maritimes.
T. J. ELDRIDGE,
Acting Coast Inspector.

Cost Inspector's Office,
Shanghai, 16th November, 1906. [2150]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 9 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1906. [47]

DAVID CORSAIR & SON'S

MECHANICAL NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO.

Sole Agents.

MITSU BISHI DOUKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD, "DOCK."

A.I. A.R.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... .. 722 feet.

Length on Blocks... .. 714 "

Width of Entrance on Top... .. 964 "

Width of Entrance on Bottom... .. 884 "

Water on Blocks at Spring Tide 344 "

DOCK NO. 1.

Extreme Length... .. 523 feet.

Length on Blocks... .. 513 "

Width of Entrance on Top... .. 88 "

Width of Entrance on Bottom... .. 77 "

Water on Blocks at Spring Tide 64 "

DOCK NO. 2.

Extreme Length... .. 571 feet.

Length on Blocks... .. 356 "

Width of Entrance on Top... .. 66 "

Width of Entrance on Bottom... .. 53 "

Water on Blocks at Spring Tide 32 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1175

ON SALE.

RATES OF EXCHANGE AT HONGKONG, FOR

DEMAND DRAFTS ON BOMBAY, On the Day Preceding the Departure of the English Mail from the Year of the Closing of the India Mints to the Free Coinage of Silver

FROM 1893 to 1905; ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: 81 CASH. On Sale at the "DAILY PRESS" Office, or Local Booksellers. Hongkong, 16th April, 1906.

報新外中港香 CHUNG NGOI SAN PO (Chinese Daily Press). PUBLISHED DAILY. Is the oldest and still immeasurably the best medium for Advertising among the Native Community. Established for nearly FIFTY YEARS. Circulates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translations free) can be obtained at the Office, 10A, Des Voux Road Central, Hongkong, 151, Fleet Street, London or from the different Agents. Documents translated from or into Chinese or Colloquial Chinese.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 30th November	Freight and Passage.
LONDON, &c. via usual ports	MALTA Capt. R. A. Peters	Nov. 1st December	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	SUMATRA Capt. E. W. Bruce	About 5th December	Freight and Passage.
SHANGHAI and JAPAN	NUBIA Capt. F. J. Fox	About 8th December	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong 27th November, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KIUKIANG"	On 29th November.
SHANGHAI	"KALGAN"	On 1st December.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 3rd December.
SHANGHAI	"NANCHANG"	On 5th December.
SHANGHAI and KOBE	"LIANGCHOW"	On 5th December.
	"CHANGSHA"	On 13th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th November, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSAI VIA SWATOW AND AMOI	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 2nd Dec., at DAYLIGHT.
† SHANGHAI VIA SWATOW, AMOI AND POOCHOW	"SOSHU MARU" Capt. T. SUGA	SUNDAY, 2nd Dec., at DAYLIGHT.
* ANPING VIA SWATOW AND AMOI	"FUKUSHU MARU" Capt. S. Ito	TUESDAY, 4th Dec., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th November, 1906.

T. ARIMA, Manager.

PASSENGER SEASON
1907.PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 Tons, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON
THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL
LINES.NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY 1906 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNISTENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 10th April
ZIETEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at Noon, the Steamship
"BUELOW," Captain Formes, with MALES, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 3rd Dec. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec. and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 4th Dec.
Consent of Passengers is required. No Fare Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$31 0 0	\$22 0 0	\$13 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

* To NEW YORK VIA SUEZ
via NAPLES, GENOA OR GIBRALTAR return 115 0 0 79 0 0 47 0 0
via BREMEN OR SOUTHAMPTON return 68 0 0 46 0 0 27 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERRUPTION OF THE VOYAGE IN EGYPT.
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.
VIA NEW GUINEA.FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ SIGISMUND	3302 tons ... TUESDAY, 11th Dec.
SANDAKAN	1793 tons ... TUESDAY, 8th Jan.
MANILA	1790 tons ... TUESDAY, 5th Feb.

ON TUESDAY, the 11th DECEMBER, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Males, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20	return	\$81	\$50
TO NEW GUINEA	\$28	\$18.10	\$14.00	return	\$42	\$27.15
TO BRISBANE	\$20	\$10	\$7	return	\$31	\$19.15
TO SYDNEY	\$23	\$12	\$8	return	\$36	\$22.15
TO MELBOURNE	\$24.10	\$12.10	\$8	return	\$37.10	\$23.10
TO YOKOHAMA	\$30.00	\$18.00	\$12.00	return	\$45.00	\$27.00
TO KOBE	\$35.00	\$21.00	\$14.00	return	\$52.00	\$32.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £67 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.
From Australia to New York via Vancouver by the J.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI	"PRINZ EITEL FRIEDRICH" ... Wednesday, 5th Dec.
KOBE & YOKOHAMA	"SEYDLITZ" ... Wednesday, 19th Dec.
SHANGHAI, NAGASAKI	"PRINZ EITEL FRIEDRICH" ... Wednesday, 19th Dec.
KOBE & YOKOHAMA	"SEYDLITZ" ... Wednesday, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the J.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton 1st Class 262 0 0

To Bremen 63 10 0

To Paris via Cherbourg 65 0 0

To Naples, Genoa via Gibraltair 65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.
CAPT. CH. POLACK."PRINZ LUDWIG" 10,500, ON MARCH 27TH.
CAPT. VON BINZER.CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY.
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 5 to 10 days Ocean Travel,
11 DAYS YOKOHAMA TO VANCOUVER,
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS	(Subject to Alteration).	ARRIVE VANCOUVER
"ATHENIAN"	3,882 Tons	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPERESS OF JAPAN"	6,000 "	THURSDAY, 30th Dec.	7th Jan.
"TAITAR"	4,425 "	WEDNESDAY, 9th Jan.	2nd Feb.
"EMPERESS OF CHINA"	6,000 "	THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE"	6,163 "	WEDNESDAY, 23rd Jan.	16th Feb.
"EMPERESS OF INDIA"	6,000 "	THURSDAY, 14th Feb.	4th Mar.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), ROBIN
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA
and 28 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £200; via New York £262.

Intermediate class Steamers: £40, £42, £42.

R.M.S. "MONTEAGLE," "TAITAR" and "ATHENIAN" carry Intermediate

passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, Acting General Agent,
Corner Polder Street and Pava opposite Hakea Place.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of December	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN	First half of December
TJILWONG	JAPAN	First half of December	JAVA PORTS	First half of December
TJIMAH	JAPAN	Second half of December	JAVA PORTS	Second half of December
TJILATJAP	JAVA	First half of January	JAPAN	First half of January

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 27th November, 1906.

Telephone No. 375.

[16]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS

CUTLER, PALMER & CO., LONDON.

AGENTS

SIEMSEN & CO.,

HONGKONG.

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices.

All Letters Addressed:

MANAGER, MITSU BISHI CO.,

with name of place under:

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KAPATSU

SHANGHAI, HONGKONG, LTD.

HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS OF Takahama,

Ochi, Shinwa, Namsuwa and Kami-Yamada

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Buzen Coal

The Head and branch Offices and the

Agencies of the Company will receive any order

for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, P. 2nd Street.

ON SALE

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June

1906. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office

Hongkong 27th July, 1906.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Albion, despatch-boat, 1,700 tons, 10 guns,

3,000 h.p., Comdr. E. La T. Leatham,

Manila

Astraea, 2nd class cruiser, 4,350 tons, 10 guns,

7,000 h.p., Captain C. L. Vaughan-Lee,

Manila

Bramble, gunboat, 710 tons, 800 h.p., Lieut. E.

C. W. Davidson, Shanghai

Britannia, gunboat, 710 tons, 800 h.p., Lieut.

W. L. Bamber, Yangtze

Cathartes, British sloop, 1,070 tons, Comdr. B. L.

Majendie, Shanghai

Chieftain, British sloop, 1,070 tons, Comdr. C. D.

S. B. Baker, Hongkong

Diadem, 1st class cruiser, 11,000 tons, 16 guns,

16,500 h.p., Capt. H. W. Savory, Manila

Fame, torpedo-boat destroyer, 300 tons, 6

guns, 5,700 h.p., Lieut. Comdr. Grosson,

Hongkong

Flora, 2nd class cruiser, 4,350 tons, 10 guns,

7,000 h.p., Capt. Grant Dalton, Weihaiwei

Hasty, torpedo-boat destroyer, 290 tons, 6 guns,

4,000 h.p., Lieut. Comdr. Cox, Hongkong

Hart, torpedo-boat destroyer, 290 tons, 6 guns,

4,000 h.p., Lieut. Comdr. P. Henniker

Heron, Hongkong

Janus, torpedo-boat destroyer, 290 tons, 6 guns,

3,900 h.p., Lt. Comdr. Darvall, en route

Hongkong

Kent, cruiser, armoured, 9,800 tons, 14 guns,

22,000 h.p., Captain S. V. de Hovey,

Manila

King Alfred, British cruiser, 14,000 tons,

Capt. Cecil P. Thursty, Manila

Kinsh, river gunboat, 331 tons, Lieut. Comdr.

P. Crabtree,

